

THE MENACE IN THE PACIFIC.  
A startling presentation of the problem  
raised for America in Japan's fast growing  
population. A remarkable and highly  
important article in THE SUN  
to-day. Page 1, Section 5.

# The Sun.

THE WEATHER FORECAST.  
Fair to-day and to-morrow; slightly  
cooler; light winds.  
Highest temperature yesterday, 76; lowest, 62.  
Detailed weather, mail and marine reports on page 17.

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## BRITAIN NEXT ON NOTE LIST OF PRESIDENT

Wilson, Says Washington,  
Must Be Just as Firm  
as With Germany.

## DISCUSSES DEFENCE; MAY DELAY ACTION

WASHINGTON, July 24.—With President Wilson's note on the submarine issue now before the German Government officials in Washington are turning their attention to the situation that has arisen through Great Britain's ignoring of the rights of neutrals in the conduct of her blockade of Germany.

President Wilson, through the note which has just been delivered at Berlin, stands committed now to protect these rights "at any cost." He will be obliged to fulfill his solemn promise to Germany to contend for the freedom of the seas "from whatever quarter violated."

While the President, according to the Washington view, must now take Great Britain to task as vigorously and as insistently as he has the German Government, there is considerable doubt as to when the President will enter upon this course of action.

There is reason to believe that some of the President's most competent advisers urged him from the start to use practically the same language in dealing with both Germany and Great Britain when it came to an assertion of the rights of the United States. The President has followed the course of dealing more vigorously with Germany because the issue was more pressing and involved, not a question of property, but the safety of American lives.

## Slow to Deal With Britain.

Recently the Administration has made no secret of the fact that it felt handicapped in handling the controversy with Germany because of the feeling which seemed to be growing that the United States had not asserted itself with sufficient positiveness against the British interference with American trade to neutral ports.

The coupling of the German violations of American rights with all other similar violations and the declaration of the President's intention to contend for these rights "without compromise and at any cost" were intended not only to settle the more severe features of the case for Germany, but also to ally ourselves in this country.

While President Wilson is expected to make good his word to move toward Great Britain, his advisers have not expected to see him act precipitately in this direction. It was learned today that data for the protest to Great Britain already have been gathered and that the note is in course of preparation.

This note, however, according to the understanding in Washington, will be despatched until President Wilson knows definitely just how serious the German situation is likely to be as a result of the communication just delivered in Berlin. The Washington Administration has no desire to stir up another controversy with one of the European powers until it knows exactly where it stands as regards its relations with Germany.

The belief here is that if Germany accepts the opening which has been left by President Wilson and replies to the American note in a friendly spirit, at the same time giving evidence of its intention to refrain from further submarine attacks upon American life, the United States will move quickly to assert its rights against Great Britain.

## Considering National Defence.

Some officials in Washington profess to see considerable significance in the announcement from the White House today that President Wilson was considering every phase of the matter of national defence and had called upon Secretaries Daniels and Garrison for information which would permit him to formulate a sane and reasonable programme also for the defence of the country.

The importance of the White House statement consists not in the announcement that the President is studying this question, for that has been known for several weeks. The real significance of the statement consists in the fact that it was issued at all this time.

Secretaries Daniels and Garrison have been busy for weeks holding conferences and making their plans for a new programme of national defence in accordance with the wishes of the White House. These conferences have been held openly and have been reported frequently in the newspapers.

It is regarded therefore as significant that the White House should have selected this day after the note was presented to Berlin to make a formal announcement that the President was deeply interested in increasing the national defenses and will soon move in that direction.

The belief here is that this statement was issued chiefly for the purpose of making it likely to be read with great interest in connection with the German ultimatum to the United States under the circumstances would not run the risk of an actual rupture. The President's latest communication, followed by the announcement at the White House of his interest in plans for improving the national defenses, is expected to go far toward correcting this view.

Now that the President's note is before the German Government officials have been entered on a period of anxious waiting. They are looking toward Berlin to catch the first evidences of the feeling of the German people in regard to the President's communication.

## Germany Can Take Her Choice.

The note was not made public in Berlin early enough to bring any general comment from the German press to Washington to-day, but President Wilson's advisers were encouraged by a moderation which seemed to be characteristic of the German note. A few comments upon summaries of the note.

It is realized here that the German

## 600,000 READY FOR CALL TO GO ON STRIKE

Eight Hour Day and Increased Pay Demands to Be Made To-morrow.

## ALL ARMS FACTORIES IN COUNTRY INVOLVED

Officials of the International Association of Machinists announced yesterday that plans have been completed for a national strike of 600,000 metal trades workers in plants manufacturing arms and munitions.

The Standard Oil Company last night rejected the proposals of the strikers for arbitration of their grievances. The decision so angered Gov. Fielder that he telephoned to A. C. Bedford, vice-president of the company, that the State would not give the company any aid in protecting the company's property.

Mr. Bedford informed the Governor that the company was entirely capable of adjusting its own labor troubles. Demands will be presented to-morrow, it is said, in 500 of the larger arms plants and all of the smaller ones throughout the country for an eight hour day and increased pay. If the demands are not granted the strike will be called immediately.

The union officials asserted that they have the backing of the American Federation of Labor and the Structural Ironworkers, together with assurances of the cooperation of all the non-union workers in the arms and munitions plants.

It was also asserted that an effort would be made to tie up factories where automobiles and locomotives are made for European belligerents. The union men said 25,000 workers in New York city would be involved.

## STRIKE PREPARATIONS WERE MADE IN SECRET

Eight Hour Day and More Pay to Be Demanded.

Officials of the International Association of Machinists officially announced yesterday that 600,000 union and non-union workers in all branches of the metal trades would submit demands to-morrow for an eight hour day and wage advances in all arms and munitions manufacturing in the United States.

In this movement, which will affect all sections of the United States, the non-union workers are unanimous in their decision to cooperate with the union leaders. Officials of the metal trades unions said.

It was officially announced that refusal to grant the demands of the metal workers will mean an immediate national strike in more than 500 of the largest munitions and arms plants in the country and also in all the smaller plants. There are more than 500,000 union workers involved in the general movement, and with the non-union workers the total will exceed 600,000 men, international union officials asserted.

Representatives of the metal trades unions yesterday awaited a telegram from J. J. Keppeler, vice-president of the International Association of Machinists, who has been selected to take charge of the national movement. The officials announced that they will be in conference with Keppeler here to-morrow and will discuss plans for the national strike, which they say they have been preparing for in all branches of the metal trades ever since the European war started.

## Preparations Completed.

E. J. Deering, business agent of District No. 15 of the International Association of Machinists, in behalf of a delegation representing the international association which will cooperate with Vice-President Keppeler in starting the national strike movement, issued the following statement:

"Action will be taken next week on the national matter of enforcing the eight hour day and higher wages in all arms and munitions plants. Local action on the part of metal workers will be consonant with national action. The International Vice-President, Keppeler will cooperate with us in all local and national matters and we are now awaiting a conference with him."

"The national strike will involve 600,000 union and non-union pattern makers, moulders, machinists, blacksmiths, sheet metal workers and polishers who will have the full and active cooperation of the metal trades department of the American Federation of Labor, under whose jurisdiction the various metal workers' unions have been placed, and the strike movement will also have the full and unanimous cooperation and support of the American Federation of Labor in its entirety."

"All national and local demands have been formulated and are ready for submission on Monday."

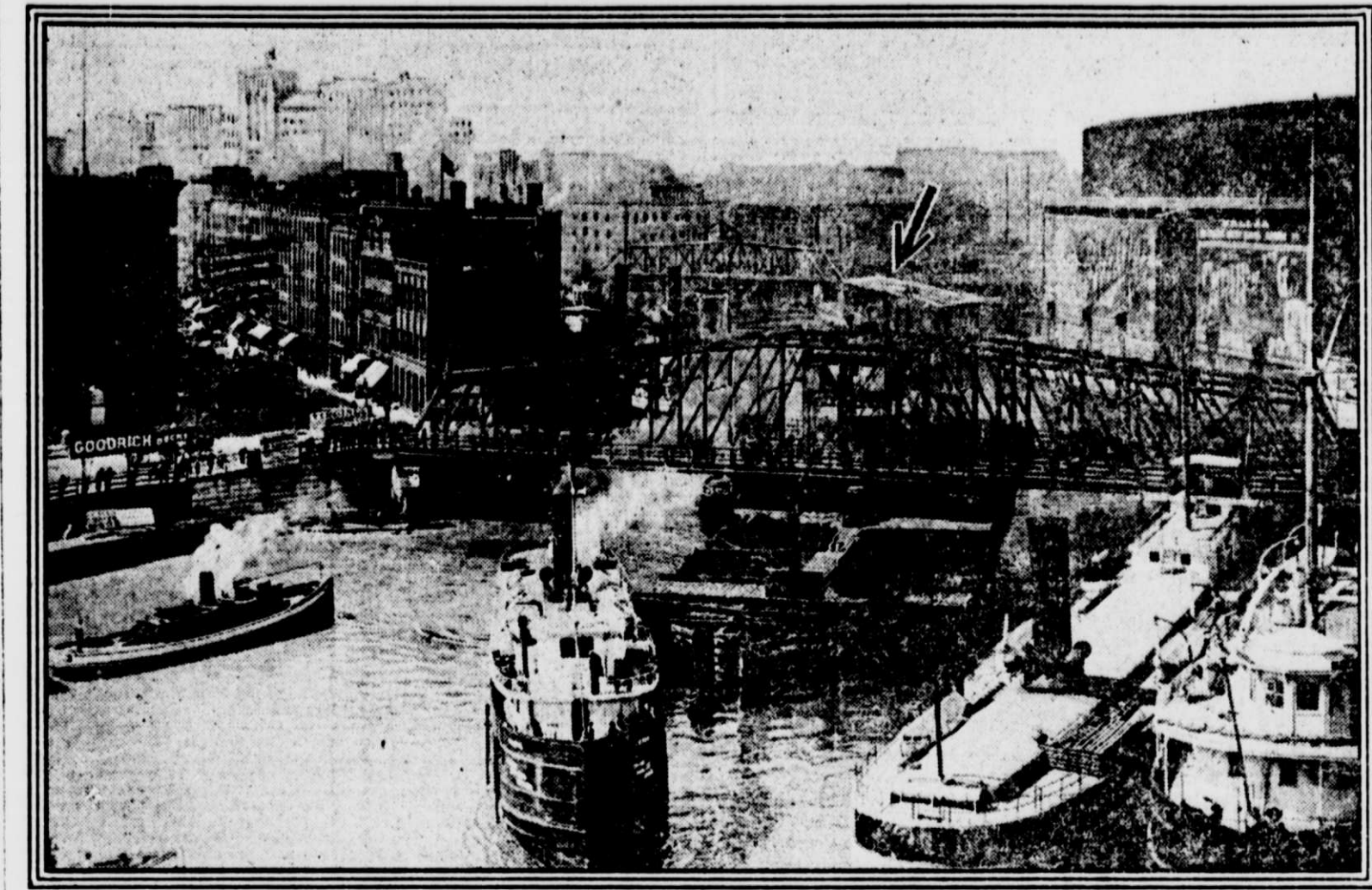
"There are 500 large arms and munitions concerns which will be affected by the national strike, together with all the other smaller concerns."

"The eight hour demand is not the only demand to be made, but in almost every instance throughout the country higher wages will also be demanded."

"Over 25,000 metal workers will be directly involved in the strike movement in this city."

"The national strike committee will have the active assistance and advice of President Samuel Gompers of the American Federation of Labor, who is expected in this city to confer with the international officials."

# 1,800 PERISH IN CHICAGO RIVER DISASTER AS BIG EXCURSION BOAT TURNS OVER AT HER PIER; HORROR OVER IN SIX MINUTES; 762 SAVED



VIEW OF Chicago River, with Dearborn street bridge in foreground. The arrow points to the location of the pier at which the Eastland capsized. The Clark street bridge is shown in the background. In the map, the cross indicates the place where the disaster occurred, four blocks from the former Iroquois Theatre (marked by the star), where more than six hundred were killed in a fire panic on December 24, 1903.

## MANY INQUIRIES BEGUN TO FIX RESPONSIBILITY

U. S., State and County to Prosecute Criminally Any  
One Found Negligent—Heavy Penalties Provided—  
More Than One Hundred Locked Up.

Chicago, July 24.—The horror of the Eastland catastrophe galvanized every governmental agency in Chicago into instant action. The full power of the city, county, State and Federal authorities was directed to fixing the responsibility. Fixing the blame, the officials declared, will be followed by indictments and trials on charges of criminal negligence.

Two Grand Jury investigations were set in motion. Federal Judge Kenesaw M. Landis summoned a special jury to convene next Thursday. State Attorney MacLay Hoyne ordered the assembly of the State Grand Jury Monday morning. The State and Federal Government have concurrent jurisdiction.

Secretary of Commerce Redfield in Syracuse, N. Y., to-night said that he had ordered a full investigation of the Eastland disaster.

Herman F. Schuetzler, first deputy superintendent of police, caused the arrest of Capt. Harry Peterson of the Eastland, First Mate Dell Fisher, and two engineers, together with other employees of the company. State Attorney Hoyne immediately began the questioning of witnesses and ordered more than 100 persons locked up pending completion of the inquiry.

## Heavy Penalties Provided.

Officials and Government inspectors found guilty of negligence or corruption that result in a boat accident may be fined \$10,000 or sentenced to prison for ten years, or both.

The State law governing the management of common carriers provides a fine of \$5,000 or three years imprisonment for criminal carelessness.

The Federal Grand Jury, under the personal direction of United States Attorney Charles F. Cline, will conduct a searching investigation of the sinking of the Eastland. Judge Landis directed that sixty Grand Jury men be assembled next Thursday at 2 o'clock, when he will instruct them to go into every faculty of the disaster.

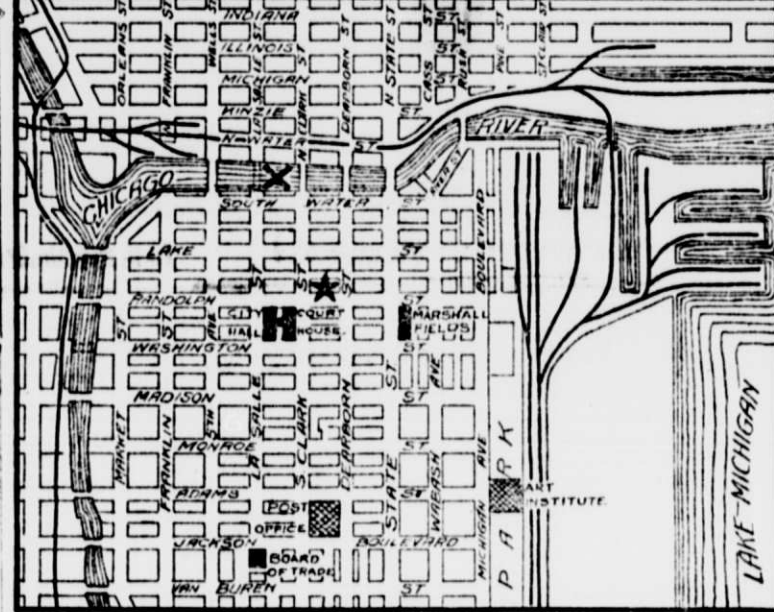
A second Federal investigation was set in motion by local officials of the steamboat inspection service. Ira B. Mansfield and William Nicholas, local inspectors and their assistants, Gustav T. Atkinson and John T. Farnham, began at once to inquire into the cause of the tragedy. They will report to George Chior, supervising inspector-general, at Washington.

"This boat was standing at dock in navigable waters," said a high Government official. "It simply turned turtle and hundreds of lives were snuffed out. The Federal jurisdiction is clear and if anybody is responsible the guilty will be punished. The Federal courts will act with characteristic swiftness in getting at the bottom of this disaster. No matter what position a responsible man may hold in the community they will be brought to book."

Witnesses to be summoned before the Grand Jury include the following: Capt. H. Peterson of the Eastland, Martin Flatow, local agent for the St. Joseph-Chicago Steamship Company, and other officers of the same company. Engineers, pilots and other employees of the company who were on the boat. R. T. McCreary, navigation inspector, who was present when the boat went down, and his two assistants, Luman A. Lobbel and Harlan G. Oakley. Inspectors Mansfield and Nicholas of the steamboat inspection service, who examined the boat and pronounced it seaworthy. Inspectors from the other ports out of which the Eastland plied, Cleveland, Grand Haven and St. Joseph. Supervising Inspector Charles H. Westcott of Detroit, in charge of the Fourth district, which includes Chicago. One Federal statute which will be invoked in the Federal investigation reads in part as follows:

Every captain, engineer, pilot or other person employed on any steamboat or vessel, by whose misconduct, negligence or intention to his duties on such vessel the life of any person is destroyed and every owner, charter, inspector or other public official, through whose fraud, neglect, connivance, misconduct or violation of law, the life of any person is destroyed, shall be deemed guilty of the felony of manslaughter, and upon conviction thereof before any Circuit Court of the United States shall be sentenced to pay a fine of not more than \$10,000 or to confinement at hard labor for a period of not more than ten years or both.

"All I can say is that public exigency seemed to warrant the calling of a Grand Jury."



## EASTLAND CALLED A HOODOO BOAT IN THREE DISASTERS

She Had a Number of Accidents While in the Cleveland Service.

CLEVELAND, Ohio, July 24.—Cleveland steamboat inspectors who had inspected the steamer Eastland while she was on the Cedar Point-Cleveland run from 1902 to 1913 pronounced her safe, but she was a hoodoo ship from the day she was launched.

The popular belief in Cleveland at that time was that she would turn over some time. She was top heavy, especially so when her water ballast tanks were empty. When she was first placed on the Cedar Point run a number of her cabins were torn away to make her less top heavy.

Despite the claims of her owners and those of the Eastland, she was a safe boat, Cleveland had good cause to remember her. Vessel men worried about her every time she cleared the breakwater.

In her first season here, while carrying 2,000 persons, she went aground near Cedar Point and listed so badly that her passengers feared for their lives. Yet she was declared not to have been in danger at the time, and Federal authorities investigating upheld this assertion.

On one trip, with a crowded passenger list, she ran upon the last breakwater of the Cleveland harbor and was not released until the following morning. On trips to Cedar Point she ran twice upon the beach there and was not off with difficulty.

According to officers of the Cleveland company, which owned her, she lost between \$175,000 and \$200,000 while on the Cedar Point run and it was due in the main to the public's fear of her.

When she was to dock in shallow water it was necessary for the Eastland to discharge her water ballast. This, together with the weight of more lifeboats, added in Chicago under a new Federal law, is believed by Clevelanders who are familiar with the boat to have been the cause of her turning over in the Chicago River.

Her last inspection here was in 1913. Regarding that Capt. N. B. Nelson, the local Federal inspector of steamships, said to-day:

"The last inspection here was in the spring of 1913, the last season in which she was on the Cleveland run. At that time she was in perfect condition and was permitted to carry 2,000 passengers so long as she kept within five miles of shore."

"This restriction was because she carried only eight lifeboats, a number insufficient to care for passengers if she should sink at a point where the ship would be entirely submerged. Beyond a five mile limit her passenger capacity was reduced to 853 between May and October and to 143 in early spring and late fall."

## Rush to the Boat's Side Causes the Calamity

Hundreds Are Hurlled Into the Water  
by the Sudden Turnover—Many  
Mothers Lost With Babies  
Clasped to Their Bosoms

1,300 BODIES RECOVERED;  
RIVER FRONT A HUGE MORGUE

Thirty Arrests Are Made, Including Those of  
the Captain and a Steamship Officer—Coroner  
Says He Will Take Others Into Custody

CHICAGO, July 24.—Chicago in sorrow is counting its dead.

At 11 o'clock to-night 889 bodies had been taken from the steamship Eastland, which turned over on her side at her pier in the river near Clark street this morning just as she was casting loose from her moorings. About 1,800 persons perished, it is believed.

Aboard were 2,500 holiday makers on an annual picnic excursion to Michigan City, given by the Western Electric Company to its employees.

Of the passengers, 762 are definitely known to have been rescued. Dr. Joseph Stringer, the Coroner's physician, issued a bulletin early to-night, that he personally had seen and counted 1,300 of the dead. He estimated the total dead as high as 2,500, but the Government checkers insist that only 2,500 were on board.

United States customs inspectors base the estimates on 2,500 passengers and the crew, making a total of 2,572 on the boat when she went down. With 762 accounted for and 889 bodies recovered, there remain 921 missing. It is considered probable, however, that a majority of the missing are dead. It is known that approximately 200 are buried under the mud under the capsized steamer and there are many bodies yet in the hold that cannot be reached for hours.

## Many Arrests Are Made.

Thirty of the officers and crew of the ill fated Eastland were taken into custody and placed in jail, pending their appearance before the Grand Jury on Monday. Officials of the transportation companies operating the boat are being sought for by the police. Walter C. Steele, secretary-treasurer of the St. Joseph-Chicago Steamship Company, was placed under arrest at the dock late to-night.

Coroner Hoffman announced late to-night that he had ordered the arrest of every official of the Indiana Transportation Company, which leased the Eastland. No individuals were mentioned in the Coroner's announcement.

## Fixing the Blame.

The task of establishing the cause of Chicago's appalling calamity and of fixing the responsibility has been taken up by the authorities. A special Federal Grand Jury has been authorized by Judge Landis. It will start an inquiry at once.

State's Attorney MacLay Hoyne opened an investigation within two hours after the tragedy occurred and with Grand Jury aid is taking testimony from witnesses.

For the first time in Chicago a catastrophe will be investigated by a special Federal Grand Jury. The Eastland sank at a pier and as a vessel plying the navigable waters of the United States the case lies within the province of the Federal Government to find where the blame lies.

Twelve deputy United States marshals were sent out with subpoenas for a panel of sixty men and the Grand Jury is to convene Thursday afternoon.

Mayor Thompson is hastening back from California on a special train. The acting Mayor notified him of the calamity at once and the Mayor cancelled his Western engagements and started back without delay.

## Hundreds Thrown Into River.

As the boat capsized hundreds on the upper deck were thrown into the water, where many were lost. Most of the other passengers caught below in the cabins or on the lower decks perished without any chance of escape. They were drowned in the sight of other thousands who were crowded the Clark street bridge, the wharves and the adjoining streets on their way to other boats, as five vessels had been chartered for the excursion.

## Three Drown Near New York.

New York, N. Y., July 24.—Morris Mother, 21, and Joseph Gudde, 27, of Tompkins Cove were drowned yesterday in the Hudson River off that village, when Gudde was seized with cramps and Mother tried to save him. The bodies were recovered. Russell Purdy of Pleasantville was stricken with cramps and drowned in Glenmere Lake, Orange county.

## Vessel Heels Slowly.

At first the Eastland heeled slowly, almost imperceptibly. Harry Peterson, the captain, stood on the bridge shouting routine orders. Neither he, his officers, nor his crew at first seemed concerned about the list. The orchestra played on. The packers, a cargo of white skirts, duck trousers and waving handkerchiefs, shouted farewell to their friends left behind on the dock—the friends who

THE SUN TO-DAY	
CONSISTS OF SEVEN SECTIONS, AS FOLLOWS	
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FIFTH—Special Feature Magazine and Fashions	12
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Readers or newsdealers who do not receive all of these sections will confer a favor on "The Sun" by notifying the Publication Department at once by the phone (2200 Beekman) and the missing sections will be promptly forwarded if possible.

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